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CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Arkhangelsk Oblast)

REPORT

SUBJECT Port of Arkhangelsk

DATE DISTR. 2 December 1955

NO. OF PAGES 3

DATE OF INFO.

REQUIREMENT

PLACE ACQUIRED

REFERENCES

DATE ACQUIRED

This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. At 1300 hours GMT on 5 August 1955, there was an undetermined number of minesweepers at the Naval Shipyard in Solombala. They were about 150 feet long, and looked about like [redacted] prewar torpedo boats, "cigars". They were flushdecked, and had a bridge with a signal mast, one funnel abaft the bridge, depth charges along the rail abaft the funnel, and a crane arm on the stern. At 1600 hours GMT on 11 August, six of the same vessels were observed proceeding out the mouth of the Severnaya Dvina River. [redacted] At 2000 hours GMT on 13 August, a medium large naval vessel was outside the mouth of Kola Inlet, about 25 nautical miles from land. [redacted] had a long forecastle with one gun mount; one tripod mast abaft the bridge; two funnels, the forward one a little higher than the after one; and a break in the deck at the forward funnel.
2. At 1600 hours GMT on 16 August, a cable boat was being towed by a tug due west of Cape Teriberka on a course toward Malyy Olenyy Island. The cable boat was not more than 150 feet long but it was broad beamed and was equipped for cable laying. It had a large cable stage in the bow and the stern, and a small superstructure amidships. It had no masts or funnel. There were rolls of cable both fore and aft of the superstructure. Five large dredges were in the Severnaya Dvina River between Muravoy Island and the light west of Povorotnyy. They were of the chain bucket type and were operating in the middle of the river channel. At 1800 hours GMT on 17 August, nine minesweepers were near the Severnaya Dvina Lightship. The vessels first sailed in a column of twos with the ninth one a short distance out to the side. The interval between pairs was 300 meters and the distance between the individual ships in the pairs was 100 meters. [redacted]
- [redacted]
- [redacted] They were about 100 feet long, with the forecastle raised very slightly, a box like bridge

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with two decks, a pole mast at after edge or slightly aft of the bridge, a funnel close to the mast, a gun, and paravanes along the side on the after-deck. During the same period of time, the silhouettes of three considerably larger vessels could barely be distinguished on the horizon.

3. At 2230 hours GMT on 24 August, a depot or repair ship was at anchor at the same place; it was illuminated by a searchlight from another ship, the hull or superstructure of which could not be seen in the darkness. It had a hull like on an old-fashioned merchant ship; a forecastle, a well, the superstructure with the bridge, another well, the poop, and an old-fashioned stern. In each well stood a high mast. There were heavy cranes at the forward and after edges of the wells. The ship had a perpendicular funnel and a cabin or housing abaft the funnel. There was a row of air ports in the deckhouse amidships. (See sketch)

4. [redacted] on passing in the river south of the airfield on Kegostov, there were no concrete runways. [redacted] planes land and take off [redacted] looked as if they operated right on the grassy field. Some twin-engine transport planes were observed and also a couple of old-fashioned biplanes which evidently were practising taking offs and landings. On one occasion, [redacted] parachute jumping was taking place just north-east of Arkhangelsk.

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5. On arrival, inspection was a pure formality. On departure, the crew was mustered amidships while the cabins were given a superficial inspection.¹

[redacted] the sky was very much lighted up in the direction of Molotovsk. The light was brighter than the light from the city of Arkhangelsk.

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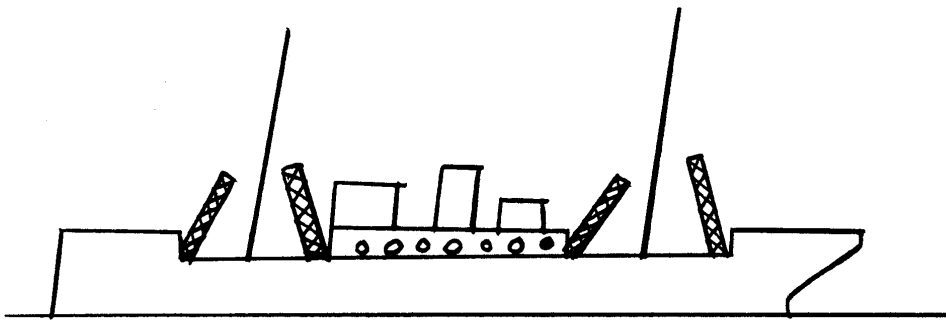
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Sketch of Depot Ship at Anchor near the Severnaya Dvina Lightship



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